

# INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

This material contains information affecting the National Defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C. Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.

C-O-N-F-I-D-E-N-T-I-A-L

50X1-HUM

COUNTRY North Korea

REPORT

SUBJECT Origin and Distribution of  
Imports and the Nature of Exports

DATE DISTR. 14 September 1959

NO. PAGES 1

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

Information on the origin and distribution of imports to North Korea, such as automobiles, locomotives, machinery and medicines, as well as on the nature of goods exported by North Korea

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STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC						
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I. DetailsNK Imports & Exports  
As IndicatedAutomobile Importation, Distribution, & Maintenance:

1. Distribution Center: NK imported those trucks, jeeps, and cranes which were manufactured by the Molotov Automobile Factory in Moscow. The Ministry of Trade was responsible for their importation and transportation by train from the Soviet Union to the Central Automobile Repair Factory of the Ministry of National Defense located in Sainjang [redacted] P'yŏngan-namdo, where they were actually delivered to their user i.e., the Ministry of National Defense. The factory was located next to the Sainjang Railroad Station and situated in an area about two kilometers in circumference. (See attached layout.) It was directly operated by the Ministry of National Defense and employed an unknown number of military technical officers (ranging from captain to senior colonel in rank) as well as a great number of civilian repairmen. It was further said that the factory had various machines and facilities in considerable quantities. [redacted] 50X1-HUM
2. Delivery: [redacted] led by the chief (senior colonel) of the Automobile Management Department, 2nd Corps, a company of about 80 corps drivers [redacted] went to the Central Automobile Repair Factory in Sainjang and received 120 new trucks (ZIS-150) ZIS-151, GAZ-51, & GAZ-63) and a crane. This was the first time for the 2nd Corps to receive a crane. All other corps simultaneously received automobile supply, but the supply amount for each corps varied. Frontline corps received more vehicles than those in the rear. For the first time since the Armistice in July 1953, the NKPA received a supply of new cars in such numbers. [redacted] 50X1-HUM
3. Types of Vehicles: On the above occasion [redacted] some 950 trucks, 50 jeeps (69 Model), and 30 cranes parked at the Central Automobile Repair Factory. Cranes were delivered to national industrial and construction enterprises there. [redacted] 50X1-HUM
4. Automobiles Prices: [redacted] each GAZ truck cost some 300,000 Wŏn, and one ZIS truck about 400,000 Wŏn. (Other prices were unknown.) [redacted] 50X1-HUM
5. Changes in Automobile Supply System: During the Korean War, imported new automobiles were first used by individual automotive stations for several thousand kilometers before they were turned over to the NKPA. The reason was that civilian drivers were then judged to be better qualified than military drivers for properly maintaining and "conditioning"

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new cars in wartime. However, [redacted] the above system was so changed as to make it impossible for automotive stations to obtain new cars but to use those second-hand ones which had been used by military units for the designated mileage until they became grade IV cars. Such second-hand cars were first turned over to the Central Automobile Repair Factory, where they were completely disassembled and reassembled before they were delivered to civilian automotive stations. [redacted] all military units sent their cars to the above factory for repair and then got them back when they were fully repaired. Automotive stations operated in each province and in large counties (Hun) where a number of big enterprises were located. 50X1-HUM

6. Grades of Automobiles: All vehicles in use by the NKPA were graded from I through IV in accordance with their operation mileage, i.e., grade I was given to those brand new cars which had never been used; grade II cars fell in the category of those whose mileage did not exceed 10,000 kilometers; cars with the mileage of more than 10,000 kilometers belonged to grade III; and those cars which had run more than 100,000 kilometers, and which required boring, were given grade IV. All grade IV cars were to be sent to the Central Automobile Repair Factory. 50X1-HUM

7. Number of Automobiles in Use by NKPA: [redacted]

[redacted] each frontline military unit had been issued an average of 80 percent of its allocated number of vehicles as against 60 percent for rear units. In fact, some units were believed to have not more than 10 percent of their allotted vehicle number. For instance, the 57th Regiment, 24th Brigade, 1st Army Group [redacted] has four vehicles versus its allocated number of 34. Therefore, in case of war, it was likely that most rear units would be seriously hampered in operation because of the vehicle shortage. 50X1-HUM

8. Automobile Accessories: [redacted]

[redacted] automobile part [redacted] made in the Soviet Union [redacted] All automobile accessories were imported from the Soviet Union by the Automobile Management Bureau of the Ministry of National Defense, which was responsible for procuring and providing required automobile parts for all transportation units in the NKPA. However, [redacted] they were being replaced by those which were manufactured by the Hanch'an Automobile Accessories Factory, except engines which were continuously imported from the Soviet Union. NK made parts were half as durable as those of Soviet make, but they were supplied enough to meet their demand. 50X1-HUM

9. Vehicle Allotment:

A) Army Group commanders and above were entitled to ride "Pobeda" cars,

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with the exception of the commander of the 2nd Corps who was given a "Pobeda" because his corps, as a coast guard unit, was independent of army groups.

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B) Model 69 jeeps were allotted to those high ranking officers in command of a corps or a division.

C) Deputy division commanders and regiment commanders were given Model 67 jeeps.

Other Goods Import and Export:

10. Locomotives: [redacted] in P'yongyang [redacted] a Czech made locomotive for the first time. Following this [redacted] at the Sirbukch'ang Railroad Station, [redacted] Czech made locomotives pulling trains between P'yongyang and Najin (FB 065775-7240 1). About 30 percent of all locomotives that passed the above railroad station were of Czech make [redacted] Czech ones appeared slimmer, longer, and higher. [redacted] locomotives used anthracite. Czech locomotives were observed to be usually pulling 12 passenger cars, [redacted]

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11. Farming Implements: [redacted] all tractors and bulldozers used for farm cultivation were of Soviet make. Also, [redacted] in Pukch'ang-gun, Hamgyong-namdo, [redacted] many farming implements being used for cultivation, [redacted] they were made in the Soviet Union, and [redacted] were increasing in number. [redacted]

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12. Film Projectors: [redacted] all projectors had come from the Soviet Union in the form of either aid or trade, which was unknown. [redacted] the 24th Brigade had four projectors, of which one was used by its headquarters and the other three by its three regiments. Each regiment had its projector operator move around its all battalions and sometimes such companies as were located apart to show movies. As a result, soldiers were able to see movies once a week. [redacted]

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13. Textile Machines, Woolen Textile, & Vessels: [redacted] textile machines, woolen textile, and vessels were imported from and aided by the Soviet Union.

14. Medicines: [redacted] North Korea had been aided by the Hungarian government in medicines ever since the Armistice in 1953.

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15. Food Imported from China: Wheat flour on which the military personnel had been fed since the Armistice in 1953 was said to have been imported from China. Millets imported for distribution among the public was also brought from China. [redacted] 50X1-HUM  
[redacted] that North Korea exported fish to China in exchange for flour and millets at the rate of one ton of fish to 20 tons of millets. Chinese flour was said to be of high quality.
16. Radio Units: [redacted] each company under the 21st Brigade had one Czech made radio set, which was distributed [redacted] the distribution of radio sets had been limited to military units of corps and division levels. However [redacted] all companies came to receive one radio set each. 50X1-HUM  
[redacted] 50X1-HUM
17. Rice: [redacted] North Korea exported rice to foreign countries. However, it was unknown how much rice was exported to what countries. 50X1-HUM
18. Apples: National and agricultural cooperative orchards in Pukch'ong-gun, Hamgyong-namdo exported apples of choicest quality to foreign countries. [redacted] nearby orchards [redacted] apples being wrapped with paper and put into wooden boxes with rice hull in them. Each box measured about 60 cm long, 40 cm wide, and 40 cm high. [redacted] apples were chiefly sent to the Soviet Union. Apple orchards were spreading all over mountains and fields in Pukch'ong-gun, and they were still increasing in number and area. 50X1-HUM
19. Munitions: [redacted]  
[redacted] all military supplies, except automobiles, were imported by the Ministry of National Defense itself, but not by the Ministry of Trade which was engaged in exporting minerals, including monazite, apples, and fish to the Soviet Union in exchange for heavy industrial machines. [redacted] firms and no longer existed, and all goods were traded on an export-import basis. 50X1-HUM

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IV.

comments and conclusions:

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[redacted] the Ministry of National Defense appears to be directly engaged in importing military supplies, except automobiles. Instead of delegating the task to the Ministry of Trade. [redacted]

[redacted] This report reveals that all automobiles and cranes imported from foreign countries were first brought to the Central Automobile Repair Factory of the Ministry of National Defense located in Sainjang before they were allocated and delivered to their actual users such as military transportation units and government enterprises.

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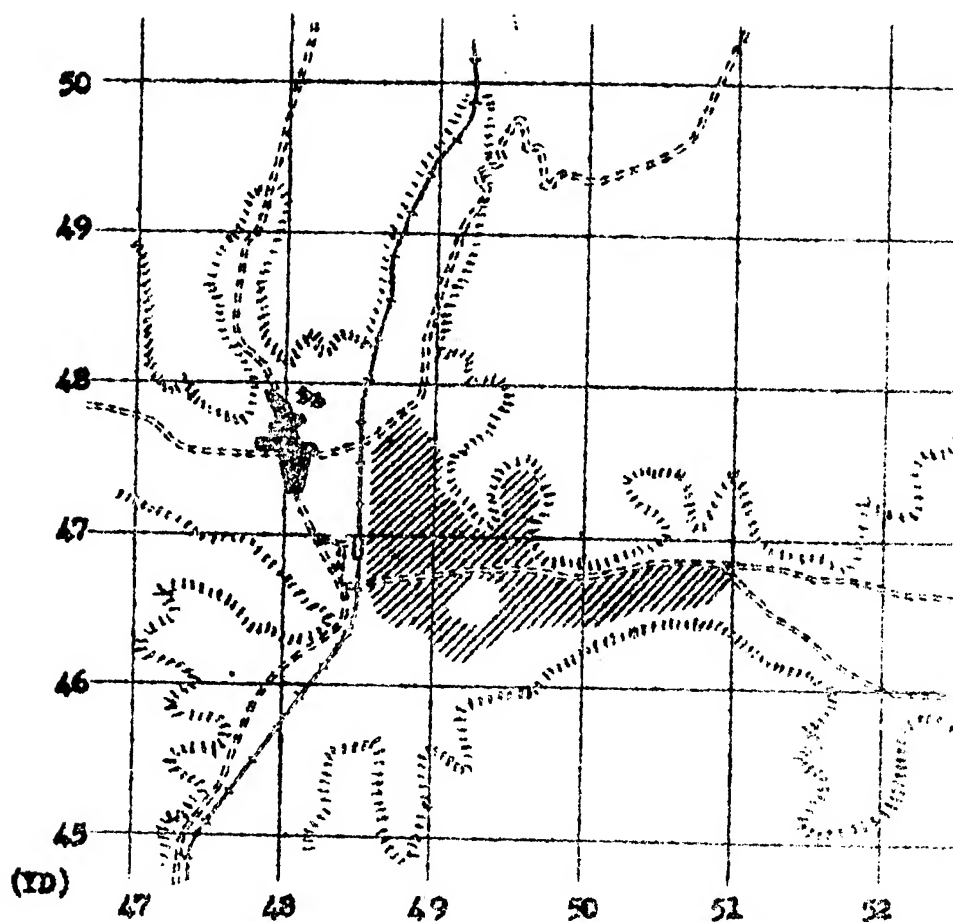
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Attachment

Lavout, Central Automobile Repair Factory, Ministry of National Defense



1:50,000; 6331-I)

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Explanation to Sketch

- 1) Sainjang.
- 2) Sainjang Railroad Station
- 3) Factory area.

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